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expressing to Capt. Cutting and the five men who got off to the relief of the sinking.

thanks her Majesty's Government for the
SHIP-BUILDING IN GREENPORT AND WILLIAMSBURG
The ship yards are now nearly all doing so.
They have vessels on the stocks and ready to
start. Many of the builders have contracts which
make this branch of business quite active during
Summer and Fall.

Messrs. Lawrence & Panik have under
their yard, feet of North Fifth street, a large
machine, which is being built for the Spanish
ment, to be used at Havana. It is 120 feet
feet wide, and 10 feet deep, and capable of
4,000 yards of mud in 10 hours. A large bucket
60 feet in diameter, is in the center of the basin
digs to the depth of 30 feet. It will have four
on board, to be used for propelling, raising and
ing the digger apparatus and other purposes.
are being built by James Moloney of Bordentown,
N. J. The machine will cost, about \$4,000.

The same gentlemen are also constructing a for the New-York and New-Orleans Steamship pany, Livingston, Crocheron & Co., Agents, connection with the Cahawba of that line. She is 100 feet long, 38 feet beam, and 27 feet hold. She has beam engines 65-inch cylinder and 12 feet stroke. There are being built by the Morgan Iron Works, New-York. She is to be on the route by the 1st of September. She will be constructed in the most substantial manner. The heaviest part

Mr. Samuel Sneed is now building a Propeller 30 feet long and 23 feet deep, for C. & Co. of New-York, and intended to run on to New-York and Savannah built. She is similar to the peller recently built at this yard for the Panama

The steamers Canada and America, which have been lying at this yard for some months, undergoing repairs and alterations, are now nearly ready. The former, formerly called the America, will probably be sent to New-York to-day and go upon a trial trip. The latter have been purchased by Hargous & Brothers for the Tehuantepec line, and will be put on the route between New Orleans and Mexico. The Mexico is now being fitted out.

between New-York and Montreal, and the other (formerly the Canada, and mate to the other) will be put on the same route soon. These will be built in 1855 for the Great Western Railway Company, to be run on Lake Ontario. The one on this route about ten months, and in 1858, Capt. Willoughby and Capt. West took down the Grand Rapids to Montreal and the New-York. They were taken to Hunter's Point placed upon the railway to be coppered and finished after which they were taken to the yard of M.

den for the purpose of being altered. The
were cut off to within three feet of the hull,
alterations made to fit them for sea serv-
changes were made is the supposition that
would be put on the Valparaiso and Panama
but the negotiations failing from some cause,
was made to the U. S. Government to charter
for the Paraguayan Expedition. Finally the
ment decided not to employ them for that pur-
and they have now been disposed of as above.
The boats are well and substantially built.

ally cost \$500,000. They are finely finished with cabins, and the alterations now made will cost \$100,000. The engines are 70-inch cylinder, 40-inch stroke, and were built at the West Point Foundry. The boats were built at the town of Niagara, Ontario.

Mr. Edward Lupton has under way at his Greenpoint, a steamboat 185 feet long, 30 feet beam and 8½ feet hold, intended for the Gen. Caves and to take the place of the Croton. She will be ready in a few days.

the first of June. It is expected that he will so-
mence two new ferry boats for the Long Island
Company, to run from Peck slip, New-York, to
Eight street, Williamsburgh.

LAUNCHED.

Messrs. Webb & Bell launched from their
Greenpoint yesterday afternoon a new ship
called the Ezra Nye, named after Capt. Nye, late
Pacific and now one of the New-Jersey Pilot
sloops. She is 72 feet long, 20 feet wide and

deep, about 30 tons. She was built for the Jersey pilots, and, among the new features of construction, is strapped with iron bands and has a rudder on each side of her keel; this latter feature is intended to enable her to hold her position better when in the wind. She cost \$75,000, and is very tastefully furnished in her cabins. The launch went off finely to the satisfaction of all concerned, and in honor of the slight "wetting" was indulged in. A trial trip was had in a few weeks, when builders and owners were so confident of the vessel's safety that they had no doubt but her sailing capacity will be satisfied.

ANTONY AND CLEOPATRA.

The long-promised Shakespearean revival Broadway Theater was presented on Monday, a crowded house. The play is one solid rap and was alike new to the performers and the town. As an acting piece, it is not a long speeches and a great many of them

the listener, and the want of incident and of brings on a feeling of prosiness, in spite of the tetry which sparkles through the text. But as a play, it is capable of the most effective artistic tion, upon which, in fact, it chiefly depends for with playwrights; and in this particular Mr. E. shown a just and liberal appreciation. New costumes and new properties have been pected from good authorities, and showing evidences of care and attention to details neglected. The Egyptian views very proper

duce the red or purple porphyry which is so much a feature of Nilotic architecture. There is a fragment of a voyage on the Nile, with pyramids, palm-trees and papyrus, ruined temples and moonlight effects, which vividly represent the magical world of the land. In the course of the piece there are very fine tableaux, which do real credit to the artist and were properly appreciated.

Mr. Eddy was the Antony, Mr. Howe Octavius, and Madama Pamel Cleopatra. These are the

strongly-marked characters in the play, except, perhaps, Enobarbus, who might well be dispensed altogether. Mr. Edey was excellent in some of the good and good in most. Mr. Howe was worthy of commendation, both in style and elevation. Pandina is also to be praised; with the reservation the character is not one which she ought to play. There was too much earnest in her appreciation of the life of the man, and not enough of the lofty trifling, the selfish semi-comicness which lured the proud Antony into his fate. Of Enobarbus we need only say that

representative was altogether out of place; good point was in his last scenes. The others have little to do. If somebody would convert gentlemen who plays "Señor Pomposo" into a call to gold digging at Fraser River, they would both the person and the stage a service. In the piece, Duncy Barre and a troupe of gipsy characteristic dances. When the curtain falls, Mr. Eddy, Mac, Pond and Mr. Howe were called when Mr. Eddy remarked that the piece was

all of them, not one of the company ever having seen it before. Some judicious curtailing of the speeches should be applied, and then, when the night's practice shall make the actors easy in their places, the romantic spectacle and melodramatic comedy of "Antony and Cleopatra" ought to settle down for a considerable run.

The Chattanooga (Tenn.) Gazette says that the trees are in blossom in that neighborhood.